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Reference: Former Tafelberg High School, Sea Point

Department of Transport and Public Works

The Manager: Property Planning

Private Bag X9185

Cape Town

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ATTENTION: DEON FOURIE

Dear Sir

RE: PROPOSED DISPOSAL OF ERVEN 1424 AND 1675 SEA POINT (FORMER TAFELBERG HIGH SCHOOL), SITUATED AT 355 MAIN ROAD, SEA POINT

With reference to your correspondence in relation to the above-mentioned matter, dated 25 February 2013:

The Department would like to confirm that erven 1424 and 1625, Sea Point, are needed to further the Western Cape Government provincial objective 6, which speaks to developing integrated and sustainable human settlements. The sites will specifically contribute to sustainable provincial resource use, which includes increasing the densities of human settlements, gap reduction through partnerships and investment and the enhanced supply of affordable rental housing for persons earning between R1 500 – R7 500.

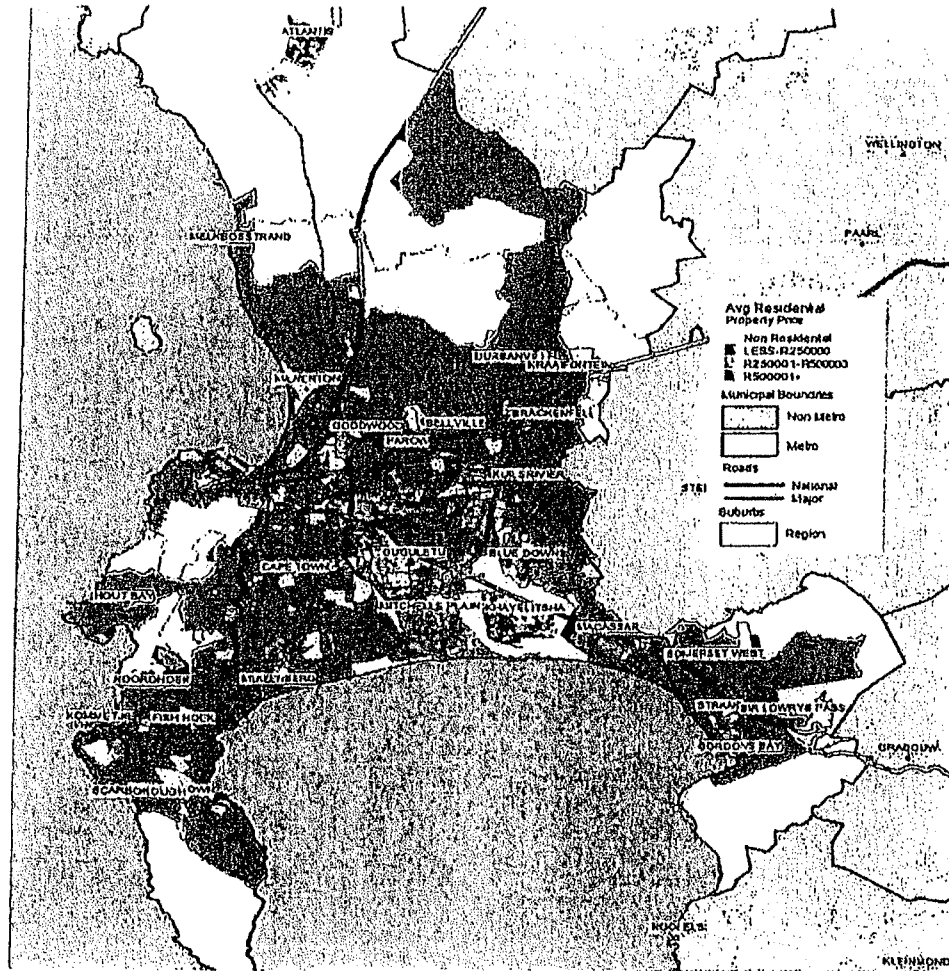
1. DEMAND FOR AFFORDABLE HOUSING OPPORTUNITIES

Recent research completed by the Affordable Land and Housing Data Centre¹ indicates that the value of a home in Cape Town exceeds the national average by 1,7 times, with an average property value estimated at R272 000. In contrast, the average Capetonian household income can afford a property worth only R152 000. The demand for affordable rental opportunities, situated within close proximity to economic opportunities,

¹ City of Cape Town Affordable Housing Profile, September 2012

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transportation nodes and social infrastructure can thus not be under-estimated, nor can the opportunities the sites present for racial and economic integration. The map below reflects the distribution of predominantly residential suburbs by average property value:



What it essentially shows is that very limited opportunities exist for persons in the income bracket R1 500 – R7 500 to own property anywhere in close proximity to the City Centre, where they may work, go to school, etc. If ownership is a distant possibility for many Capetonians, it critically highlights the need for Government to develop affordable, higher density rental housing opportunities in this area.

The housing instrument which can be utilised is the Social Housing Programme, which has been used to fund developments in Milnerton, Bothasig and Steenberg (adjacent to Marina da Gama) recently. The rental stock developed is managed by social housing institution. Rentals charged vary between a minimum of approximately R750 and a maximum of approximately R2 200 (dependant on unit size), with rental collection rates achieved at 97.8%, 99.2% and 98% respectively. The sites can be made available on a

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long term lease, which means government retains the asset for sustainable future opportunities with no expense, while it increases in value and is managed and maintained efficiently externally.

2. SITE SPECIFIC OPPORTUNITIES

In terms of these specific Sea Point sites, funding has already been invested by the Social Housing Regulatory Authority (SHRA) and NASHO in order to evaluate site feasibility for rental housing. Proposed urban designs are attached as Annexure A and more information is available upon request.

This historical site is deeply embedded in the urban fabric of Sea Point, one of the oldest sections on Cape Town. It is located between mountain and sea, creating a typical linear development along a narrow corridor. Commercial and high rise residential buildings dominate the recreational and tourism sea front edge, with a rich mix of high and affordable accommodation entailing varying forms of tenure.

The Tafelberg school property is very well suited for residential use, and Social Housing in particular. It is well serviced by public transport and engineering services. It is recognized that careful thought and design are required for an appropriate use and response to the existing school buildings, which enjoy heritage protection and cannot be demolished or altered. The opportunity for the development of some retail and commercial uses on the Main Road frontage should be exploited as it has the potential to provide some cross subsidization for Social Housing. Refurbishment must also be considered for the conversion of the existing school buildings, potentially to community facilities.

The site offers opportunities for a number of independent blocks that can be developed separately over time, as well as being developed in such a way as to have little impact on each other spatially and operationally. The development can therefore arguably take the form of a group of independently developed projects, even if developed at the same time by the same developer. The density and height can be higher or lower, without negatively affecting the surrounding residential fabric.

The site on the Main Road can potentially be developed as a residential block with retail on the ground floor, with separate access from other blocks. The retail component can have a direct link to Main Road, with shops serving pedestrian and passing vehicular traffic. The opportunity presents itself to locate businesses in that location that meet certain needs of the residents such as a laundromat, chemist, grocery store, restaurant, etc., which could also serve the broader community.

Being located so close to the Main Road and accompanying public transport, together with the lower parking requirements for social housing, much of the open areas between the buildings can be utilized as positive recreational and green space for residents, rather than for mono-functional parking areas. This will result in a much higher quality urban environment benefiting both the residents as well as the surrounding residential areas.

3. CONCLUSION

Cape Town is one of the most segregated cities in the World ^{2,3}. With this in mind, land cost is so significant in the Province that we could not afford to purchase market-related land which offered even slightly similar opportunities to this one. Were these portions of land to be disposed of, the opportunity cost for integration within the borders of the City could potentially be lost to us forever.

Taking cognisance of the above, the Department of Human Settlements thus note our objection to erven 1424 and 1625, Sea Point being disposed of by the Western Cape Government, as it can be better utilised to further Government objectives.

We request that it be transferred to either the Department or to the City of Cape Town, with a condition that it be utilised for the provision of affordable rental housing opportunities.

Kind regards



MBULELO TSHANGANA

Head of Department: Human Settlements

Date: 26/03/2013

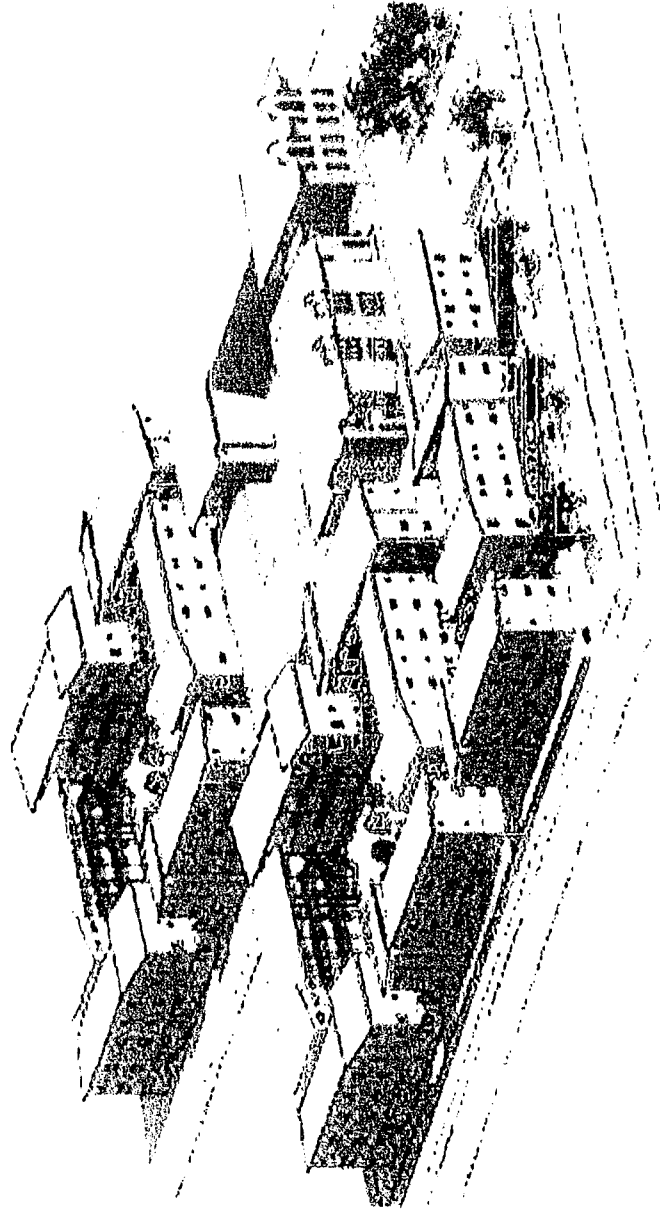
² Besteman, C L. 2008. Transforming Cape Town. Page 47.

³ Samara, T. R. 2011. Cape Town After Apartheid: Crime and Governance in the Divided City. Page 42

Annexure A

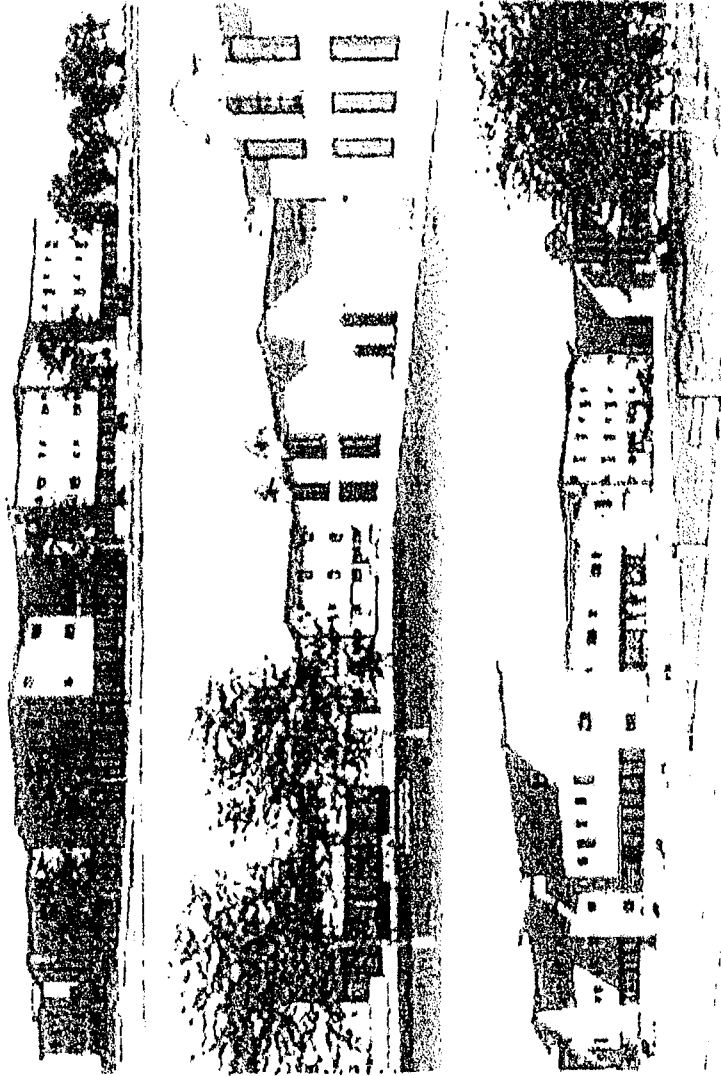
POTENTIAL URBAN DESIGNS: TAFELBERG HIGH SCHOOL, SEA POINT

Urban Design: Tafelberg School



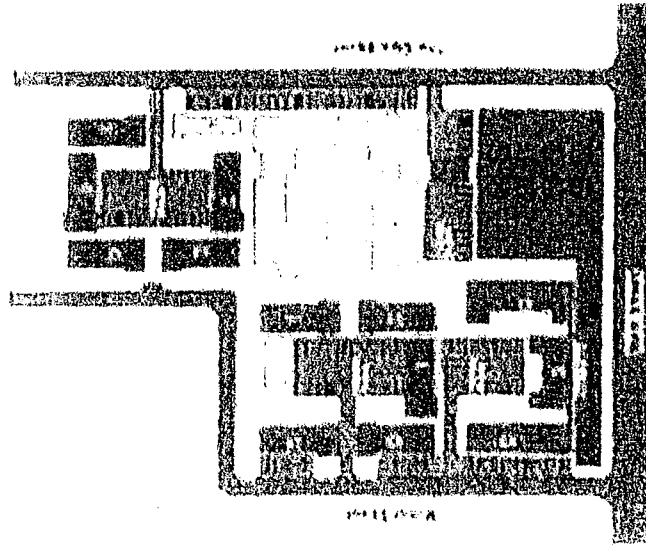
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Urban Design: Tafelberg School



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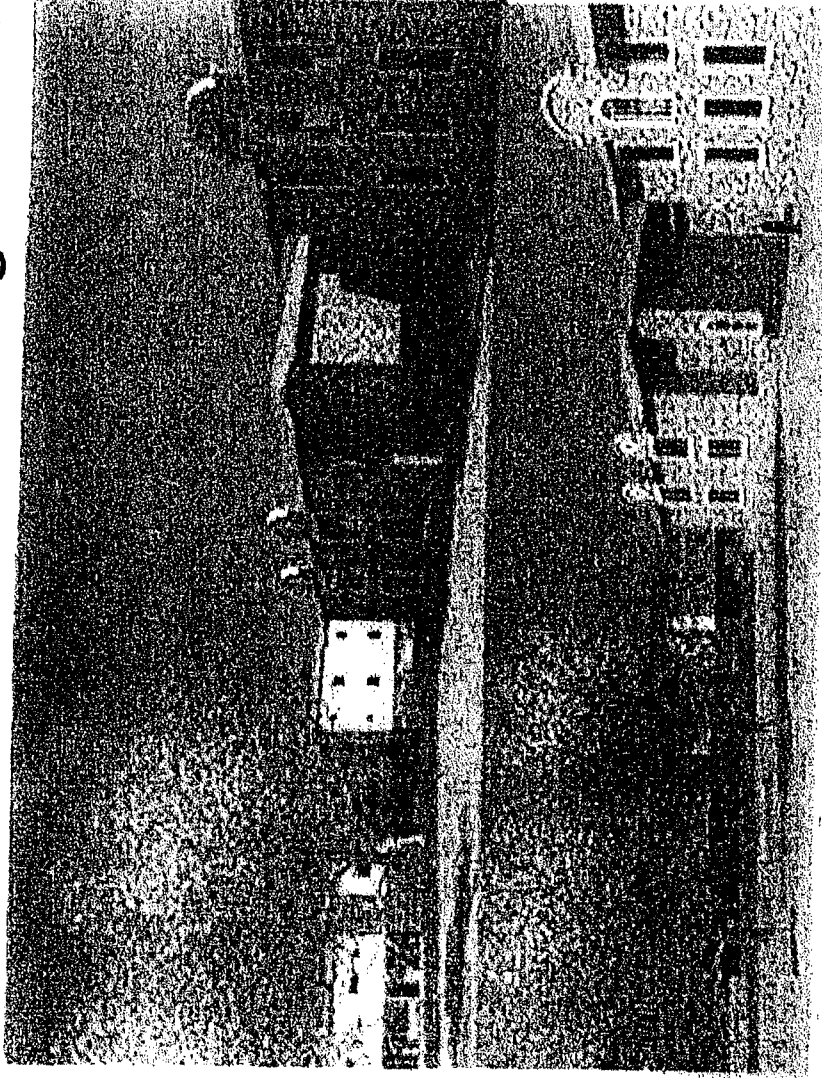
Urban Design: Tafelberg School



- Existing Buildings
- Proposed Tafelberg School (2001)
- Proposed Streets
- Public Open Space
- Street Edge



Urban Design: Tafelberg School



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